GOVERNMENT OF THE DISTRICT OF COLUMBIA
DISTRICT DIVISION OF TRANSPORTATION

Transportation Policy and Planning Administration

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2002 APR 23 PM 4:16

Memorandum

TO: Jerrily R. Kress, FAIA
Director
Zoning Office

FROM: Kenneth Laden
Associate Director for Transportation Planning

DATE: APR 18 2002

SUBJECT: BZA Application No. 16858 – Special exception for a reduction in the number of parking spaces required under the Zoning Regulations.

The Department of Public Works District Division of Transportation (DODT), has reviewed the application and other supplementary material submitted by the applicant. This report addresses the transportation elements of the proposal.

The proposed DC USA development includes 375,500 square feet for general retail, 25,000square feet for a health club and a 40-lane bowling alley. In addition, the development will include either 3,500-movie theater seats or, in its place, 80,000 square feet of discount retail. The applicant proposes to provide 1,364 parking spaces to accommodate the proposal, which is approximately a 25 percent reduction from the required number of 1,810 parking spaces.

BZA
Case No. 16858
Exhibit No. 37

The applicant seeks a special exception to reduce the required parking for commercial retail outside the Central Employment Area.

To evaluate the potential traffic impact of the proposal in the area, we have examined the degree of congestion of the major arterial streets leading to and from the site, the available mass transit serving the area and the location of the project with regard to the residential neighborhood in the area.

With regard to the existing capacity of the major arterial streets in the area, namely 14th Street, 16th Street, 13th Street, Park Road and Irving Street, most or all are operating at or

Board of Zoning Adjustment
District of Columbia
CASE NO.16858
EXHIBIT NO.37

near capacity during the critical p.m. peak hour. This condition would specifically occur at the intersections of 14th Street and Park Road, 16th and Irving Streets and 14th Street at Irving Street. These intersections would be most impacted by the proposed development during the p.m. peak period.

To the extent that more parking spaces would generate more automobile trips, controlling the parking supply would decrease the amount of traffic generated by a given site. In the present case, the applicant proposes to provide 1,364 parking spaces while the Zoning Regulations require 1,810 parking spaces. In consideration of the limited available street capacity in the area, DDOT would support the applicant's request for parking reduction. According to the applicant's parking demand study, approximately 1,243 parking spaces would satisfy the p.m. peak parking demand on a typical day. This compares favorably with the project parking supply of 1,364 parking spaces.

With regard to public transit, the area has good public transportation facilities, including both Metrorail and Metrobus services. The Columbia Heights Metro rail Station is located approximately 200 feet from the main entrance to the development at the southwest corner of 14th and Irving Streets. In addition, several bus routes operate along 14th, 16th and Irving Streets providing connection to other parts of the city. Accordingly, the project is well situated with respect to mass transit facility.

We note that the project is located near and surrounded by residential area where curb parking is very much in demand. Parking spillover could impact the residential neighborhood area if and when the peak parking demand exceeds the project parking supply. However, as indicated previously, the planned parking spaces exceed the peak parking demand. Accordingly, the proposed parking supply is adequate to accommodate the development and minimize parking spillover onto the residential area.

In consideration of the tight available street capacity in the area road network, the excellent location of the project with respect to mass transit, DDOT supports the applicant's request for parking reduction to 1,364 from 1,810 spaces for this site.